

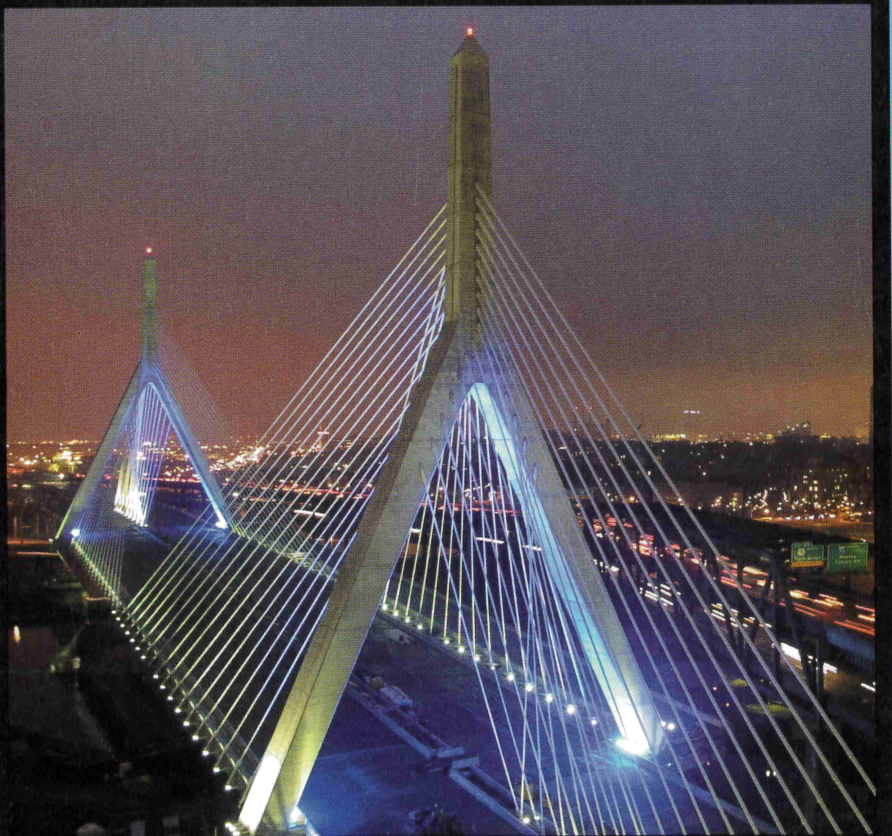
**The Big Dig. Coming to an exit near you.**

Matthew J. Amorello  
Chairman



Massachusetts Turnpike Authority  
State Transportation Building  
10 Park Plaza  
Suite 4160  
Boston, MA 02116

**WE JUST BUILT  
THE FUTURE.  
(Roadmap enclosed.)**



**IMPORTANT INFORMATION AND TRAVEL GUIDE FROM THE MASSACHUSETTS TURNPIKE AUTHORITY.**





## **A MESSAGE FROM MATTHEW J. AMORELLO**

***Chairman, Massachusetts Turnpike Authority***

In one of our nation's most beautiful and historic cities, a revolution is taking place. It began, more than three decades ago, as a vision intended to enhance our quality of life and secure our economic future. And like all great ideas, it would be mocked by some—but eventually, it would be embraced by those with the unique ability to bring it to life. Pioneers, if you will. Men and women who came in the form of political leaders, designers, civil engineers and construction workers. People who had the persistence, determination and American ingenuity to take on Massachusetts' most essential infrastructure project, ever. Officially it's called the Central Artery/Tunnel Project. Unofficially, it's known as the "Big Dig." Today, it has evolved from a single vision into the single largest, most complex highway project on the planet. And, arguably, the most important.

Big Dig construction began in 1991, and with it began some big challenges. The main problem: how do you build a new highway system through the heart of one of America's oldest cities, and keep traffic through the city moving; while at the same time, keeping pedestrian traffic moving; while at the same time, keeping every area business up and running; while at the same time, not disturbing one single home or apartment? The challenges, however, didn't stop there. From dealing with Boston's notoriously soft soil to safely relocating lobsters, each daunting task was countered with an innovative solution. Every idea then became revolutionary in relation to the uniqueness of this project.

The Central Artery/Tunnel Project will be complete by 2005. At that time, the dangerously obsolete, six-lane Artery that separates Boston from its historic waterfront will be gone. It will be replaced with an eight-to-ten lane underground expressway, directly beneath it. At its northern point will be a 14-lane, two-bridge crossing of the Charles River—the Leverett Circle Connector, opened in 1999, and the centerpiece of the project, the majestic Leonard P. Zakim Bunker Hill Bridge, recently dedicated in October of 2002. All would serve to eliminate the daily ten-hour traffic jams and reclaim more than 260 acres of open surface space for parks and plazas. In addition, I-90 will be extended through a tunnel beneath South Boston and Boston Harbor directly to Logan Airport. The extension will connect to the 4-lane Ted Williams Tunnel, completed in 1995.

With each milestone comes great pride and great accomplishment. Projects such as building the widest asymmetrical, cable-stayed bridge in the world are individually massive in size and scope. But here, they are just one more link in the chain, one more thing that makes the Big Dig so big.

Now, more than ever, it's time to rebuild America from within. Highways all over the United States are falling apart. Fifty percent of our future economic growth is based on transportation infrastructure. Cities like New York, San Francisco and Chicago are now looking to Boston as a world leader in urban engineering and as the example in redesigning their highway systems for the 21st Century.

All across the country, a revolution is taking place. And once again, it began here—in Boston, Massachusetts. Be proud of that.

Sincerely,

**Matthew J. Amorello**  
***Chairman, Massachusetts Turnpike Authority***



**Jordan Levy**  
***Vice Chairman***

**Richard K. Anderson**  
***Board Member***

**Christy P. Mihos**  
***Board Member***

**John M. Moscardelli**  
***Board Member***

***Scheduled openings are subject to change or delay without immediate notice. The Massachusetts Turnpike Authority reserves the right to make such changes in order to ensure the highest standard of safety for the aforementioned roadways and highways.***



## WHAT YOU NEED TO KNOW ABOUT OUR NEWEST HIGHWAY OPENINGS.

For the first time since the mid 1960's, Boston will have three major new interstate highways open for public use. However, as exciting as this time of transition is, we want to ensure it is also a safe one. Therefore, in order to make the shift from old to new as smooth as possible, we've enclosed important information about each new opening. The bulleted directions listed below directly correlate with the map that can be found on the inside of this newsletter. We hope that you review all of the following information carefully, as it will be helpful to all drivers traveling in and around the Boston area. Please be advised that we will be offering additional updates as future phases of construction finish. For more information about the Big Dig visit [www.masspike.com](http://www.masspike.com) and listen for progress reports and traffic updates on local radio stations.

### ***New I-90 West and Eastbound Opening***

**THE BIG BENEFIT:** At the terminus of the "old" Masspike I-90/I-93 Interchange, drivers will continue straight to Logan International Airport via the new, 3.5 mile underground I-90 Extension. The new I-90 tunnel extension connects to the Ted Williams Tunnel—which is now open to general traffic at all times.

#### ***I-90 Westbound***

Route 1A Southbound in East Boston—take the new left exit to the Ted Williams Tunnel.

New **Exit 25** to South Boston leads to B Street/Congress Street

New **Exit 24** to I-93 North

South Boston on-ramp to I-90 Westbound can be accessed at the following locations:

- D Street (between Summer Street and Congress Street)
- West Service Road
- Bypass Road

Drivers traveling to I-93 South from Logan Airport/East Boston will still need to take the Sumner Tunnel to the old elevated I-93 South. In early 2004, a direct connection to I-93 South will open.

#### ***I-90 Eastbound***

I-90 East (Masspike) just after the Prudential Tunnel, use following lanes:

- Left lane for I-93 South
- Center lane for I-93 North and South Station
- Right lane for new I-90 East to South Boston, Logan Airport, and Route 1A North

New **Exit 25** to South Boston; use for the following destinations:

- World Trade Center
- South Boston Waterfront

South Boston on-ramp to I-90 Eastbound remains in the same location, near West Service Road and Bypass Road, but now also can be accessed from D Street (between Summer and Congress).

**Information provided above reflects I-93 Initial Northbound Opening.**

### ***I-93 Initial Northbound Opening***

**THE BIG BENEFIT:** The biggest benefit will be to alleviate northbound traffic by replacing the overly congested Central Artery with an eight-to-ten lane, state-of-the-art underground expressway. New exits and fewer on and off-ramps will provide direct and safer access throughout Boston, and allow for improved traffic flow northbound.

I-93 Northbound under the city will open onto the Leonard P. Zakim Bunker Hill Bridge.

Old **Exit 18** to Massachusetts Avenue is redesigned to include Frontage Road, and should now be used by drivers headed to Berkeley Street/Broadway Bridge.

New **Exit 20** serves three destinations:

- South Station (temporary detour via Frontage Road)
- I-90 Eastbound, South Boston Waterfront, and Logan Airport
- I-90 Westbound

New on-ramp from Frontage Road at Albany Street opens for access to the South Boston Waterfront and Ted Williams Tunnel.

New **Exit 23** to Government Center; use for those following destinations:

- North End
- Aquarium
- Faneuil Hall

Old **Exit 24** to the Callahan Tunnel will be permanently CLOSED. Drivers traveling to Logan Airport/East Boston from west and south of Boston MUST take the new I-90 Extension to Logan Airport/East Boston.

To access Logan Airport/East Boston from downtown: surface traffic can no longer take the Essex Street or Northern Avenue on-ramps and exit to the Callahan Tunnel; those vehicles must take tunnel entrances at one of the following locations:

- Congress Street/West Service Road into the Williams Tunnel, or
- Surface Artery to Clinton Street to North Street into the Callahan Tunnel

New **Exit 26** to Storrow Drive; use for following destinations:

- FleetCenter
- Museum of Science
- Leverett Circle



## SAFETY INFORMATION

The official speed limit is 45 miles per hour for the new I-93 expressway, the Leonard P. Zakim Bunker Hill Bridge, the Ted Williams Tunnel and the I-90 extension.

The Integrated Operations Control Center is the largest of its kind, featuring over 400 cameras to monitor roads, 1,200 road sensors to detect stopped traffic, 120 carbon monoxide sensors, computer-controlled ventilation buildings and a radio frequency able to interrupt radio broadcasts and dispatch emergency information.

The Amber Alert system will be integrated throughout the new roadways.

Variable Message Signs, or VMS, will be strategically located throughout the highway system to inform drivers of impending roadway conditions.

Emergency exits in all tunnels will be clearly marked for easy access. Cell phone usage in the tunnels will be available within the coming year.

### DID YOU KNOW?

If nothing were done to alleviate Boston's Central Artery, traffic would be bumper-to-bumper for up to 16 hours a day, every waking hour, by 2010.

### DID YOU KNOW?

The most challenging part of the project was the 1/10 mile Fort Point Channel Crossing—a shallow body of water between Gillette and Boston's general mail facility. Here, workers tunneled within 5 feet of the subway's Red Line, built in 1916.

### DID YOU KNOW?

A casting basin or "dam" was built in the South Station area to individually construct the massive concrete immersed tunnels used in the crossing of the Fort Point Channel/I-90 extension.

### DID YOU KNOW?

The Leonard P. Zakim Bunker Hill Bridge offers something most other spans don't: diamond-shaped holes that allow sunlight to filter down to the Charles River, helping guide alewife to their seasonal spawning pools up-river.



PHOTO BY ANDY RYAN





# CHARLESTOWN

Bunker Hill Monument

U.S.S. Constitution

**NORTH 93 EXIT 27**  
TOBIN BRIDGE  
1 NORTH

LEONARD P. ZAKIM  
BUNKER HILL BRIDGE

Museum of Science

FleetCenter

North Station

Massachusetts General Hospital

ON-RAMP TO 93 NORTH  
FROM SUDBURY ST

**NORTH 93 EXIT 26**  
STORROW DRIVE  
NORTH STATION  
FLEETCENTER  
MUSEUM OF SCIENCE

SUMNER TUNNEL  
CALLAHAN TUNNEL

# EAST BOSTON

**EAST 90 EXIT 26**  
TO LOGAN AIRPORT

ON-RAMP TO 90 WEST  
FROM LOGAN AIRPORT

LOGAN AIRPORT



# DOWNTOWN

**EAST 90 EXIT 24**  
24-A TO SOUTH STATION  
24-B TO 93 NORTH  
24-C TO 93 SOUTH

ON-RAMP TO 90 WEST FROM 93 SOUTH

ON-RAMP TO 90 WEST FROM KNEELAND ST

ON-RAMP TO 93 NORTH  
FROM ATLANTIC AVE & MOAKLEY BRIDGE

EVELYN MOAKLEY BRIDGE

**WEST 90 EXIT 25-24**  
TO SOUTH BOSTON & 93 NORTH

ON-RAMP TO 93 NORTH

ON-RAMP TO 90 WEST & 90 EAST

ON-RAMP TO 90 WEST FROM D ST

**EAST 90 EXIT 25**  
TO SOUTH BOSTON

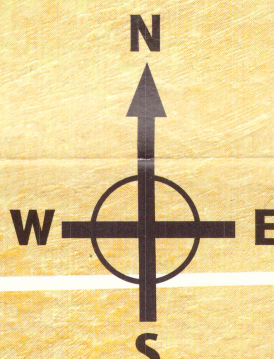
ON-RAMP TO 93 NORTH FROM BROADWAY

ON-RAMP TO 90 EAST & SOUTH BOSTON FROM ALBANY ST

ON-RAMP TO 93 NORTH FROM MASS AVE

# SOUTH BOSTON

**NORTH 93 EXIT 20**  
TO 90 EAST  
TO 90 WEST  
TO SOUTH STATION  
TO SOUTH BOSTON



**NEW** **NORTH 93**

**NEW** **EAST 90** **WEST 90**

**Please Note:** Color indicated corresponds to color tile in tunnel.

**H HOSPITAL**